Grain Transportation Report

A weekly publication of the
Transportation and Marketing Programs/Transportation Services Branch
www.ams.usda.gov/tmdtsb/grain

Contact Us

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Contents

The next release is Sept. 21, '06

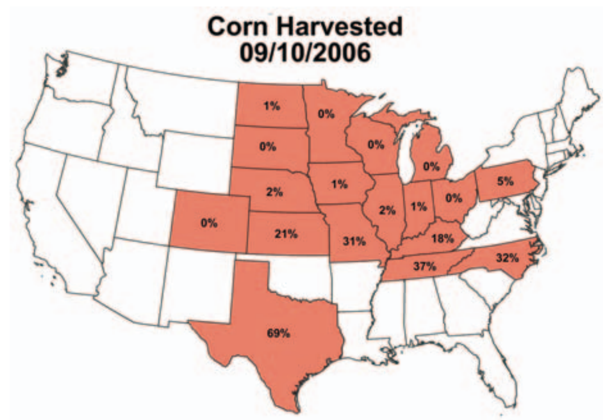
WEEKLY HIGHLIGHTS

Fall Agricultural Transportation—Larger Crops, Higher Exports Could Increase Transportation Demand

The 2006/07 U.S. corn and soybean crops are currently forecast to be 11.1 and 3.1 billion bushels, respectively. More importantly, U.S. corn and soybean export projections have been raised. Projected exports as a percent of production increased from 19 percent in 2005/06 to 20 percent in 2006/07 for corn, and from 30 percent to 36 percent for soybeans. For 2005/2006, **corn exports** reached the USDA estimate of 2.15 billion bushels (54.3 million metric tons (mt)), up 21 percent from the previous year. Corn accounted for over 50 percent of total grain exports for the year.

Falling Fuel Prices—A Welcomed Relief for the Upcoming Harvest Season

Crude oil prices continued to decrease, falling over 8 percent in 2 weeks to $65 per barrel by September 6—good news as the large 2006/07 corn and soybean harvests advance and use of fuel on farm increases. Corn harvest progress is reported to be 6 percent complete for the major 18 corn-producing states for the week ending September 10, which is the same as the 4-year average. Corn harvest progress is above average in Missouri, Tennessee, and Texas; however, the harvest has barely started in Illinois, Iowa, and Ohio. (See map at right.)



Soybean Export Sales Commitments High for China

New crop soybean **export sales** commitments show that China has already bought almost 2.8 million mt of soybeans—28 percent of China's total U.S. soybean imports in 2005/06.

Rail Grain Shipments to Mexico More Competitive as Ocean Rates Rise

As ocean rates increase and grain import demand is strong in Mexico, **cross-border** rail grain deliveries continued to rebound, soaring 74 percent above last week. They were 45 percent above the same 4 weeks last year and 25 percent above the 4-year average.

Snapshot by Sector

Grain Inspections decreased 12 percent from the previous week, due mainly to a 54 percent drop in wheat inspections. Corn inspections increased 11 percent. **Inspections** increased 6 percent in the Mississippi Gulf, but decreased 25 percent in the PNW and were down 64 percent in the Texas Gulf.

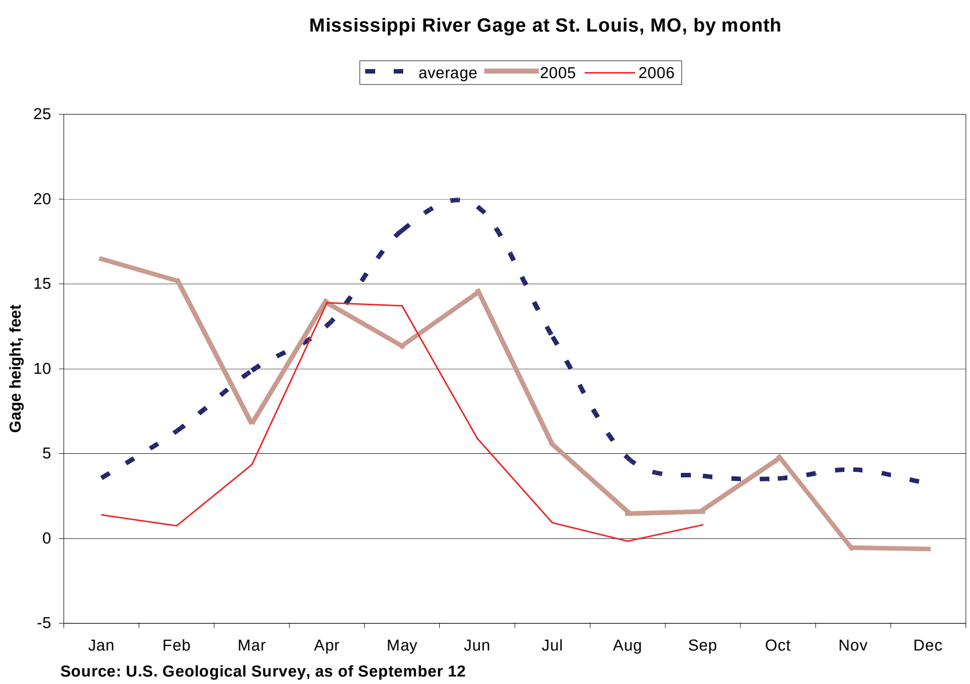
Barge grain shipments for the week ending September 9 were 513 thousand tons, 19 percent lower than last week, but still 6 percent ahead of last year's year-to-date totals. Low water throughout the system and major traffic delays on the Ohio River continue to be a concern to shippers. However, **barge rates** decreased throughout the system with rates ranging between 426 and 538 percent of tariff and are anticipated to be in the 555 to 622 percent range in October.

The ocean rate for shipping grains from the U.S. Gulf to Japan was $50.43 per mt as of September 12—2 percent higher than the previous week. The rate for shipping through the PNW was $36.48 per mt. The spread was $13.95. Thirty-seven U.S. **Gulf grain vessels** were loaded during the week ending September 7, and 55 vessels were due in port within the next 10 days.

Diesel Fuel Prices for the week ending September 11 **decreased** for the 4th week in a row. The average U.S. price of diesel fuel was $2.86 per gallon, 11 cents lower than last week and 1 cent higher than the same week in 2005.

Feature Article/Calendar

Low Water Levels Continue to Concern Barge Shippers. Since 2005, an ongoing drought has reduced water levels on much of the inland waterways. Even with occasional rainfall in some areas, there has been limited run-off because the rain is absorbed quickly by the dry soil. The graph shows that the water level gage[1] at St. Louis is lower than last year and significantly below the average. While this week's gage reading at St. Louis is in the -1.0 to 1.1 foot range, the monthly average, as of September 12, is 0.8 feet. The increase was due to rain throughout the central U.S. The rise in water levels in early September caused a decrease in barge rates. However, more rain is needed to sustain water levels. The U.S. Coast Guard has issued a low water advisory for sections of the Mississippi, Missouri, and lower Ohio Rivers. Low water and repair work at Ohio River Locks and Dam (L&D) 52 have caused extensive delays at that facility. As of September 13, there is a reported 85-hour delay at L&D 52. Barges at L&D 52 must wait to use the 1,200-foot main chamber while the 600-foot auxiliary lock is closed for structural repairs and maintenance. After repairs to the auxiliary lock are completed, the main chamber will be intermittently closed from late September to mid-November for repairs to the lock wall cells. This is likely to cause even more delays on the Ohio River and may affect the barge supply for the entire system. Adequate water levels allow barge companies to fill barges, taking advantage of all their cargo-carrying capacity. A barge holds 1,500 tons of grain at a 9-foot draft, but loses about 200 tons of capacity per foot of reduced draft. **Nick.Marathon@usda.gov**



[1] Gage height is the relative measure of the water surface above the gage datum (zero) point. "Gage height" is often used interchangeably with "stage," and means the same thing. The St. Louis Gage is located at the Eads Bridge about 15 miles downstream of the confluence with the Missouri River at mile marker 180 on the Mississippi River.

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail[2]	Barge	Ocean	
Week ending				Gulf	Pacific
09/13/06	192	433	286	226	259
09/06/06	199	579	280	220	251

[1]Indicator: Base year 2000 = 100; Weekly updates include truck = diesel ($/gallon); rail = nearby secondary rail market ($/car); barge = spot Illinois River basis (index = percent of tariff rate); and ocean = routes to Japan ($/metric ton)

[2]The rail indicator is not an index. It is the difference between the nearby secondary rail market bid for this week and the average bid for year 2000 (+) 100.

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

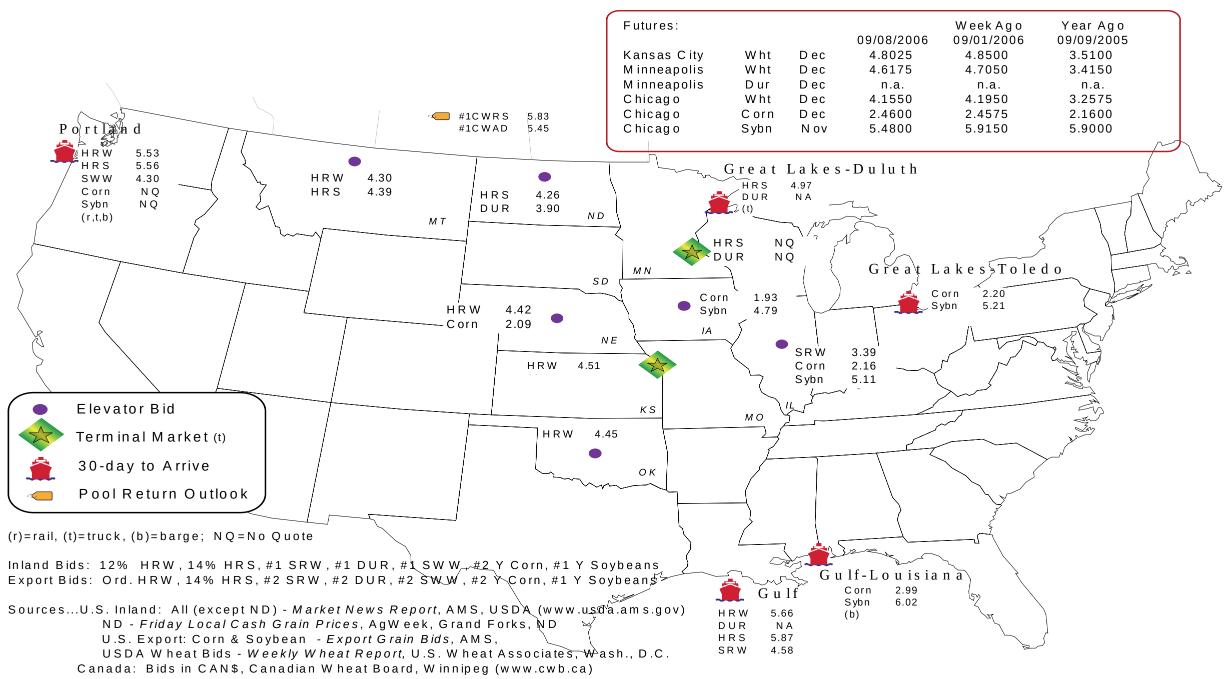
Market Update: U.S. Origins to Export Position Price Spreads ($/bushel)

Commodity	Origin--Destination	9/8/2006	9/1/2006
Corn	IL--Gulf	-0.83	-0.85
Corn	NE--Gulf	-0.90	-0.90
Soybean	IA--Gulf	-1.23	-1.20
HRW	KS--Gulf	-1.15	-1.15
HRS	ND--Portland	-1.30	-1.38

Note: nq = no quote
Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1
Grain bid summary



Rail Transportation

Table 3
Rail Deliveries to Port (carloads)[1]

Week ending	Mississippi Gulf [2]	Texas Gulf	Cross-Border Mexico	Pacific Northwest	Atlantic & East Gulf	Total
9/06/2006[p]	1,512	1,413	1,299	3,776	487	8,487
8/30/2006[r]	2,180	1,277	746	4,281	854	9,338
2006 YTD	57,475	71,244	30,808	145,844	16,399	321,770
2005 YTD	29,173	64,067	42,331	150,080	8,105	293,756
2006 YTD as % of 2005 YTD	197	111	73	97	202	110
Last 4 weeks as % of 2005 [3]	639	79	145	98	1,081	126
Last 4 weeks as % of 4-year avg.[3]	n/a	92	125	142	669	n/a
Total 2005	50,696	99,079	61,151	224,079	15,690	450,695
Total 2004	41,957	93,500	58,843	208,334	10,957	407,143

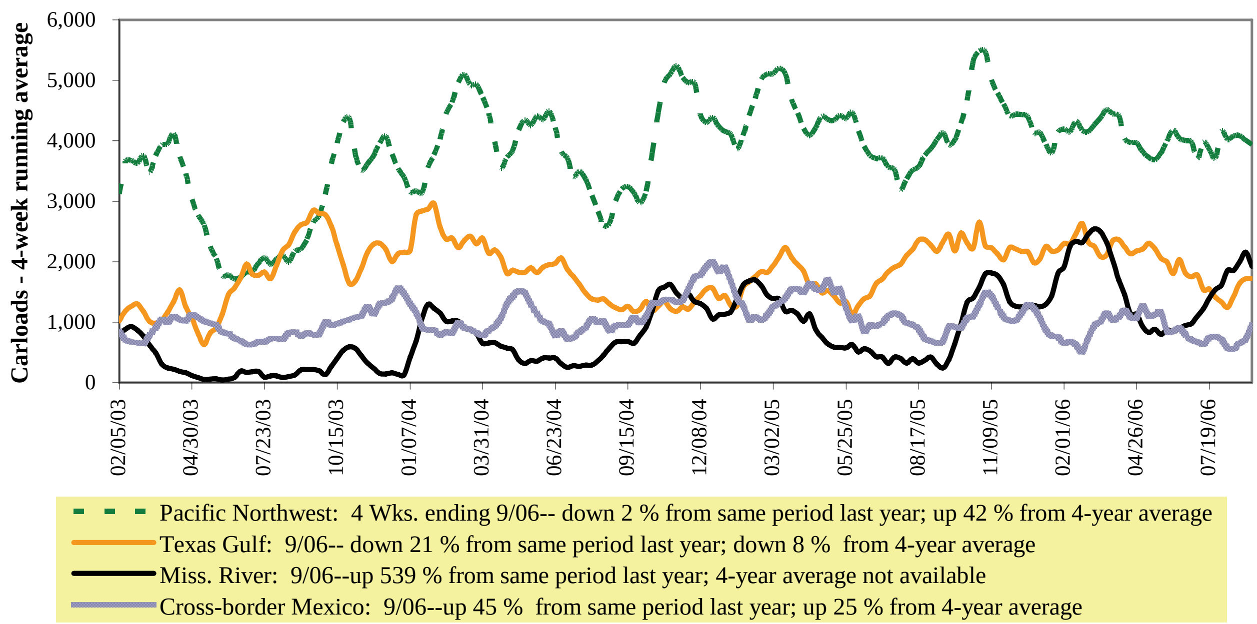
[1] Data is incomplete as it is voluntarily provided; [2] Mississippi Gulf data back to January, 2004 from several new sources has been added resulting in large increases in the numbers reported; [3] Compared with same 4-weeks in 2005 and prior 4-year average; [4] Includes 53rd week.

YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 33 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2
Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

Class I Rail Carrier Grain Car Bulletin (grain carloads originated)

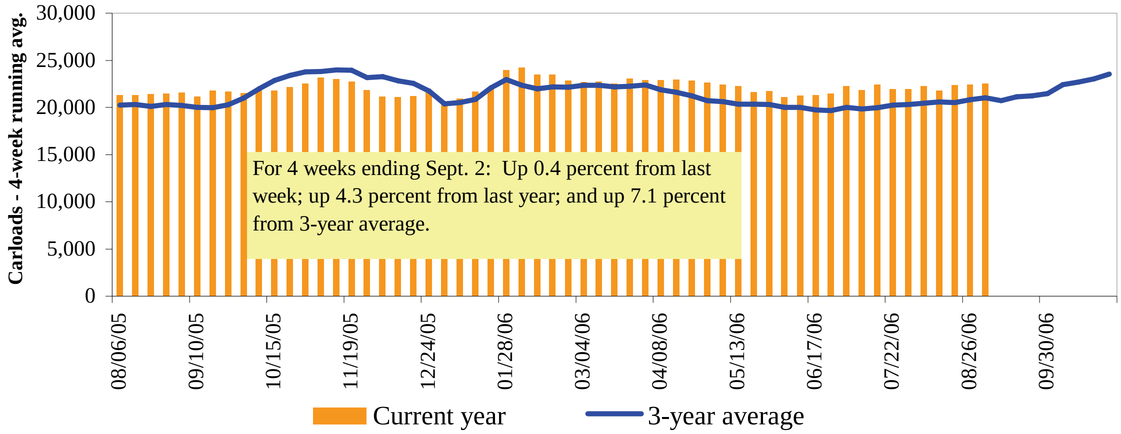
Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
09/02/06	3,241	2,956	10,826	667	4,931	22,621	5,052	4,120
This week last year	2,650	3,276	9,071	287	6,729	22,013	3,848	3,605
2006 YTD	108,420	113,352	342,133	19,883	204,137	787,925	167,157	152,146
2005 YTD	101,914	113,717	316,264	20,177	210,823	762,895	143,993	140,340
2006 YTD as % of 2005 YTD	106	100	108	99	97	103	116	108
Last 4 weeks as % of 2005[1]	123	107	115	99	81	104	125	104
Last 4 weeks as % of 3-yr avg.[1]	134	105	118	98	83	107	122	102
Total 2005	152,060	167,465	476,033	27,459	307,170	1,130,187	225,817	215,145

[1]As a percent of the same period in 2005 and the prior 3-year average. YTD = year-to-date.

Source: Association of American Railroads (www.aar.org)

Figure 3

Total Weekly U.S. Class I Railroad Grain Car Loadings



Source: Association of American Railroads

Table 5

Rail Car Auction Offerings[1] ($/car)[2]

Week ending	Delivery period							
9/9/2006	Sep-06	Sep-05	Oct-06	Oct-05	Nov-06	Nov-05	Dec-06	Dec-05
BNSF[3]								
COT grain units	no offer	n/a	no offer	no offer	no offer	412	no offer	374
COT grain single-car[5]	no offer	n/a	no offer	n/a	no offer	n/a	no offer	n/a
UP[4]								
GCAS/Region 1	no offer	n/a	no offer	no offer	1	401	no offer	no offer
GCAS/Region 2	no offer	n/a	no offer	no offer	271	464	no offer	no offer

[1]Auction offerings are for single-car and unit train shipments only.

[2]Average premium/discount to tariff, last auction

[3]BNSF - COT = Certificate of Transportation; N. grain and S. grain bids were combined effective the week ending 6/24/06.

[4]UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

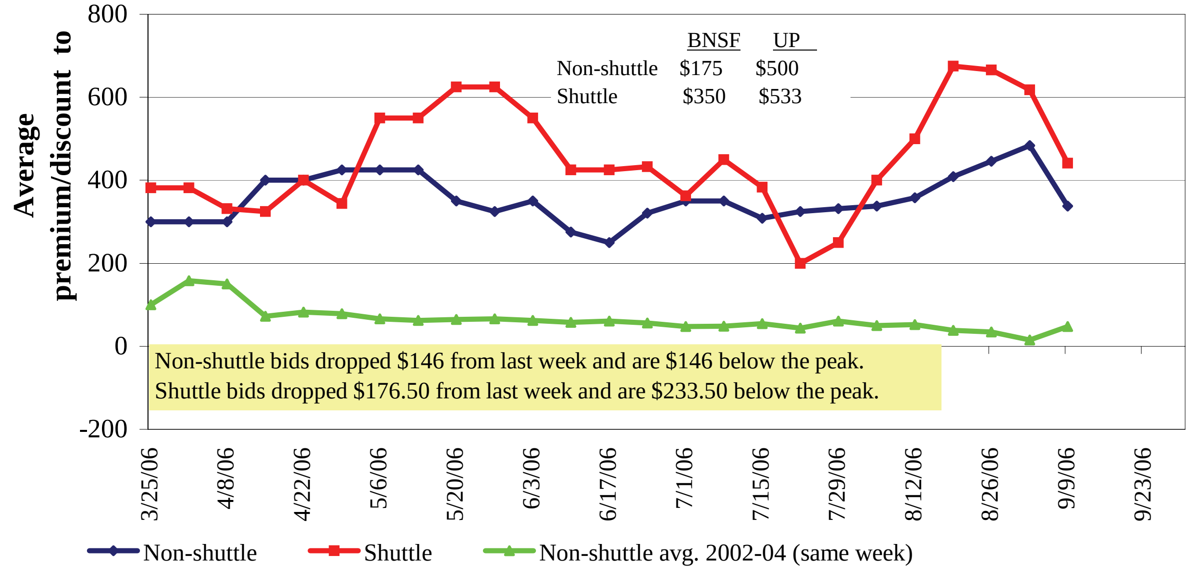
[5]Range is shown because average is not available. Not available = n/a.

Source: Transportation & Marketing Programs/AMS/USDA. n/a = not applicable

Rail service may be ordered directly from the railroad via **auction** for guaranteed service, or via tariff for nonguaranteed service, or through the secondary railcar market.

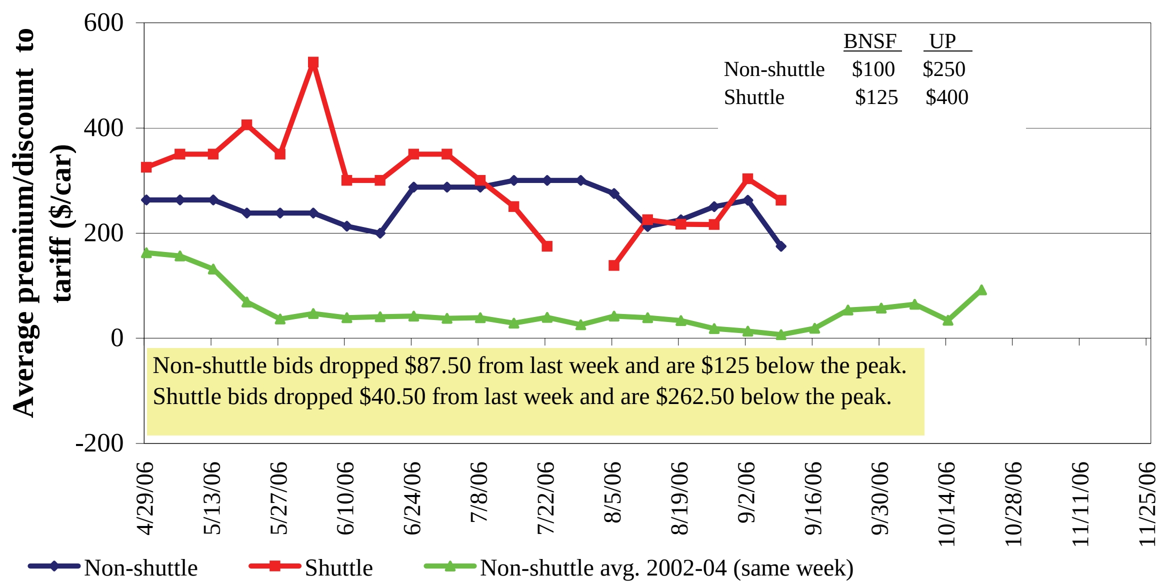
The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4
Bids/Offers for Railcars to be Delivered in October 2006, Secondary Market



Non-shuttle bids include unit-train and single-car bids.
Excluded 2005 from the 3-year non-shuttle average due to abnormally high rates following Hurricanes Katrina and Rita.
Source: Transportation & Marketing Programs/AMS/USDA

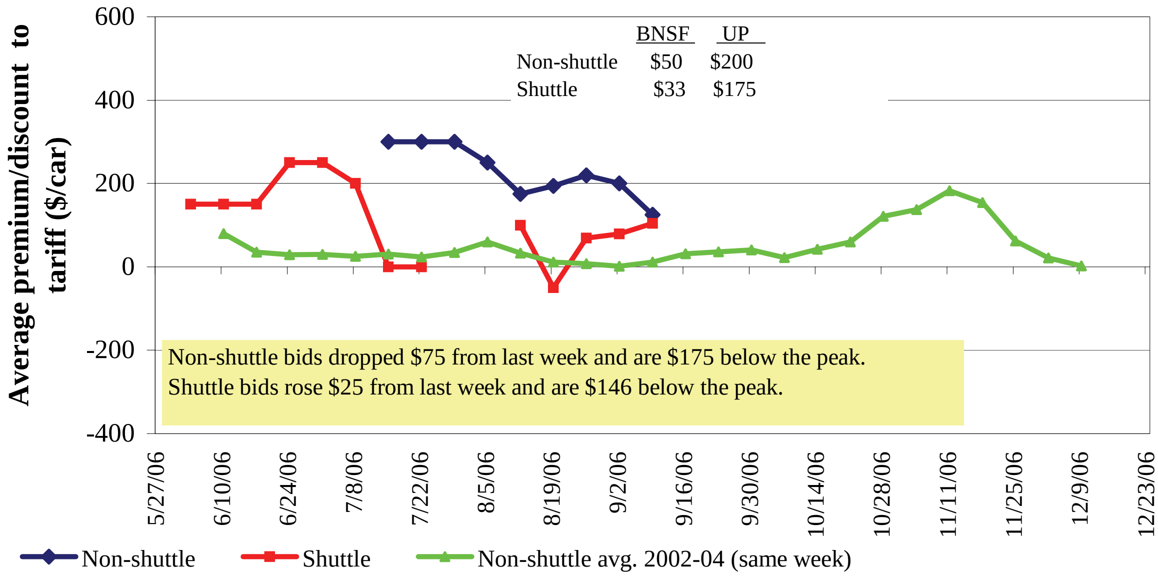
Figure 5
Bids/Offers for Railcars to be Delivered in November 2006, Secondary Market



Non-shuttle bids include unit-train and single-car bids.
Excluded 2005 from the 3-year non-shuttle average due to abnormally high rates following Hurricanes Katrina and Rita.
Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in December 2006, Secondary Market



Non-shuttle bids include unit-train and single-car bids.

Excluded 2005 from the 3-year non-shuttle average due to abnormally high rates following Hurricanes Katrina and Rita.

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

Weekly Secondary Rail Car Market ($/car)[1]

Week ending	**Delivery period**					
9/9/2006	**Oct-06**	**Nov-06**	**Dec-06**	**Jan-07**	**Feb-07**	**Mar-07**
Non-shuttle						
BNSF-GF	175	100	50	n/a	n/a	n/a
Change from last week	-225	-175	-150	n/a	n/a	n/a
Change from same week 2005	-581	-375	-375	n/a	n/a	n/a
UP-Pool	500	250	200	n/a	n/a	n/a
Change from last week	-67	0	0	n/a	n/a	n/a
Change from same week 2005	-191	-188	-150	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	350	125	33	n/a	n/a	n/a
Change from last week	-186	-178	-46	n/a	n/a	n/a
Change from same week 2005	n/a	n/a	n/a	n/a	n/a	n/a
UP-Pool	533	400	175	n/a	n/a	n/a
Change from last week	-167	n/a	n/a	n/a	n/a	n/a
Change from same week 2005	n/a	n/a	n/a	n/a	n/a	n/a

[1] Average premium/discount to tariff, $/car-last week

[2] Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,
Missing value = n/a; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments[1]

Effective date: 9/4/2006	Origin region	Destination region	Rate/car	As % of same month last year	Rate per metric ton	Rate per bushel[2]
Unit train[1]						
Wheat	Chicago, IL	Albany, NY	$2,175	117	$23.97	$0.65
	Kansas City, MO	Galveston, TX	$2,120	105	$23.37	$0.64
	South Central, KS	Galveston, TX	$2,550	104	$28.11	$0.77
	Minneapolis, MN	Houston, TX	$3,020	125	$33.29	$0.91
	St. Louis, MO	Houston, TX	$2,460	104	$27.12	$0.74
	South Central, ND	Houston, TX	$4,449	113	$49.04	$1.33
	Minneapolis, MN	Portland, OR	$3,840	91	$42.33	$1.15
	South Central, ND	Portland, OR	$3,840	93	$42.33	$1.15
	Northwest, KS	Portland, OR	$4,490	100	$49.49	$1.35
	Chicago, IL	Richmond, VA	$2,161	108	$23.82	$0.65
Corn	Chicago, IL	Baton Rouge, LA	$2,610	104	$28.77	$0.78
	Council Bluffs, IA	Baton Rouge, LA	$2,470	104	$27.23	$0.74
	Kansas City, MO	Dalhart, TX	$2,365	120	$26.07	$0.71
	Minneapolis, MN	Portland, OR	$3,250	87	$35.82	$0.98
	Evansville, IN	Raleigh, NC	$1,961	109	$21.62	$0.59
	Columbus, OH	Raleigh, NC	$1,850	109	$20.39	$0.56
	Council,Bluffs, IA	Stockton, CA	$3,606	100	$39.75	$1.08
Soybeans	Chicago, IL	Baton Rouge, LA	$2,655	108	$29.27	$0.80
	Council Bluffs, IA	Baton Rouge, LA	$2,515	109	$27.72	$0.75
	Minneapolis, MN	Portland, OR	$3,610	100	$39.79	$1.08
	Evansville, IN	Raleigh, NC	$1,961	109	$21.62	$0.59
	Chicago, IL	Raleigh, NC	$2,561	107	$28.23	$0.77
Shuttle Train						
Wheat	St. Louis, MO	Houston, TX	$1,920	105	$21.16	$0.58
	Minneapolis, MN	Portland, OR	$3,540	91	$39.02	$1.06
Corn	Fremont, NE	Houston, TX	$2,268	98	$25.00	$0.68
	Minneapolis, MN	Portland, OR	$3,096	102	$34.13	$0.93
Soybeans	Council Bluffs, IA	Houston, TX	$2,412	87	$26.59	$0.72
	Minneapolis, MN	Portland, OR	$3,170	93	$34.94	$0.95

[1]A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

[2]Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

Table 8

Tariff Rail Rates for U.S. Bulk Grain Shipments to U.S.-Mexico Border Crossings

Effective date: 09/04/06					As % of		
Commodity	Origin state	Border crossing region	Train size[1]	Tariff rate[2]	same month last year	Rate per metric ton	Rate per bushel[3]
Wheat	KS	Brownsville, TX	Shuttle	$2,959	104	$30.23	$0.82
	ND	Eagle Pass, TX	Unit	$4,474	83	$45.71	$1.24
	OK	El Paso, TX	Shuttle	$2,235	99	$22.84	$0.62
	OK	El Paso, TX	Unit	$2,540	104	$25.95	$0.71
	AR	Laredo, TX	Unit	$2,600	109	$26.57	$0.72
	IL	Laredo, TX	Unit	$3,405	107	$34.79	$0.95
	MT	Laredo, TX	Shuttle	$3,980	93	$40.67	$1.11
	TX	Laredo, TX	Shuttle	$2,274	105	$23.23	$0.63
	MO	Laredo, TX	Shuttle	$2,840	104	$29.02	$0.79
	WI	Laredo, TX	Unit	$3,623	106	$37.02	$1.01
Corn	NE	Brownsville, TX	Shuttle	$3,543	114	$36.20	$0.92
	NE	Brownsville, TX	Unit	$3,623[4]	99	$37.02	$0.94
	IA	Eagle Pass, TX	Unit	$3,773	113	$38.55	$0.98
	MO	Eagle Pass, TX	Shuttle	$3,364[4]	111	$34.37	$0.87
	NE	Eagle Pass, TX	Shuttle	$3,764[4]	109	$38.46	$0.98
	IA	Laredo, TX	Shuttle	$3,696	113	$37.76	$0.96
Soybean	IA	Brownsville, TX	Shuttle	$3,318	115	$33.90	$0.92
	MN	Brownsville, TX	Shuttle	$3,614	114	$36.93	$1.00
	NE	Brownsville, TX	Shuttle	$3,127	116	$31.95	$0.87
	NE	Eagle Pass, TX	Shuttle	$3,203	116	$32.73	$0.89
	IA	Laredo, TX	Unit	$3,357	115	$34.30	$0.93

[1]A unit train refers to shipments of at least 52 cars. Shuttle train are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

[2]Rates are based upon published tariff rates for high-capacity rail cars.

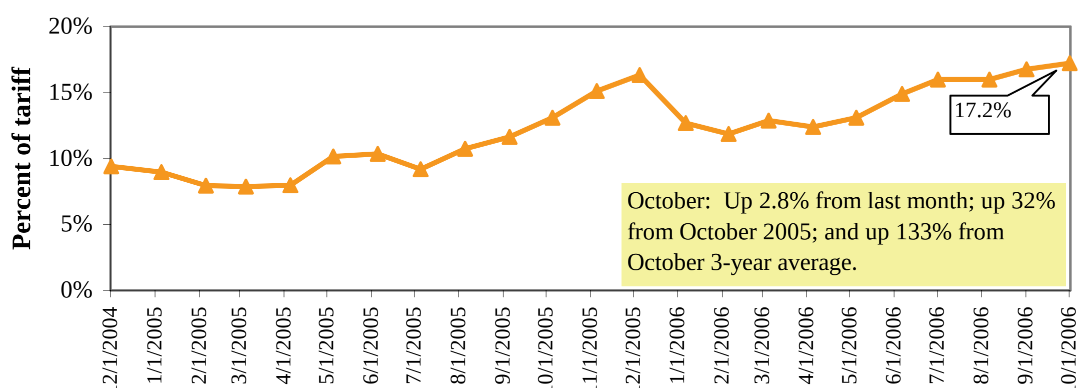
[3]Approximate load per car = 97.87 metric tons: Corn 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[4]High-capacity rate not available, rate estimated using published low-capacity tariff rate x 1.08

Sources: www.bnsf.com, www.uprr.com

Figure 7.

Railroad Fuel Surcharges, North American Weighted Average[1]

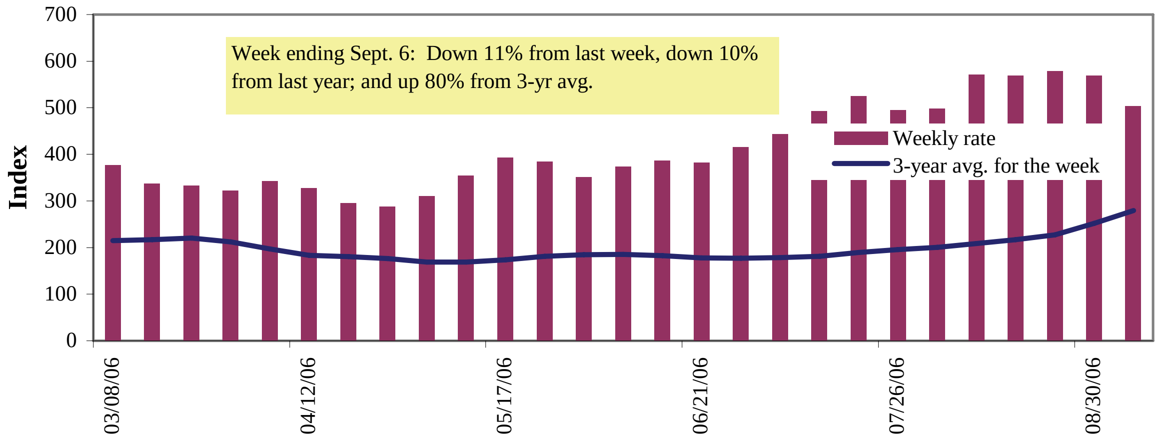


[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.

Sources: www.bnsf.com, www.cn.ca, www8.cpr.ca, www.csx.com, www.kcsi.com, www.nscorp.com, www.uprr.com

Figure 8

Illinois River Barge Rate Index - Quotes[1,2]



[1] Index = percent of tariff rate; [2]4-week moving average for the 3-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Rate Quotes: Southbound Barge Freight

		Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Index[1]	9/6/2006	538	525	504	483	523	526	426
	8/30/2006	587	576	569	539	554	555	504
$/ton	9/6/2006	33.30	27.93	23.39	19.27	24.53	21.25	13.38
	8/30/2006	36.34	30.64	26.40	21.51	25.98	22.42	15.83
Current week % change from the same week:								
	Last year	0	-5	-10	-29	-12	-13	-43
	3-year avg. [2]	80	85	80	59	83	82	41
Index	October	622	614	607	572	622	622	555
	December	0	0	459	429	444	444	404

[1]Index = percent of tariff, based on 1976 tariff benchmark rate; [2]4-week moving average.

Source: Transportation & Marketing Programs/AMS/USDA

Calculating barge rate per ton:
(Index * 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 9).

Note: The Illinois barge rate is for Beardstown, IL, La Grange Lock & Dam (L&D 8). The index, along with rate quotes and futures market bids are indicators of grain transport supply and demand.

Figure 9

Benchmark tariff rates

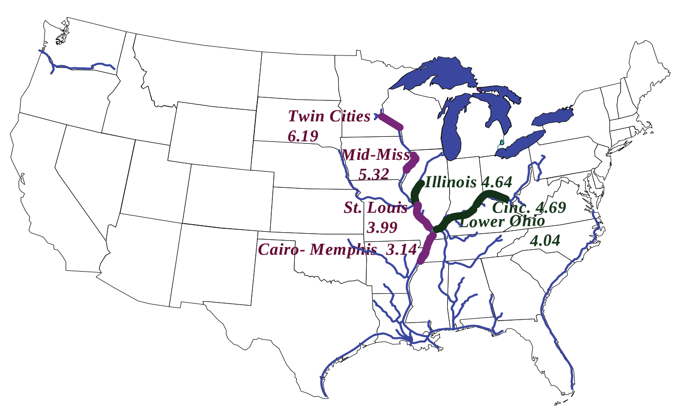
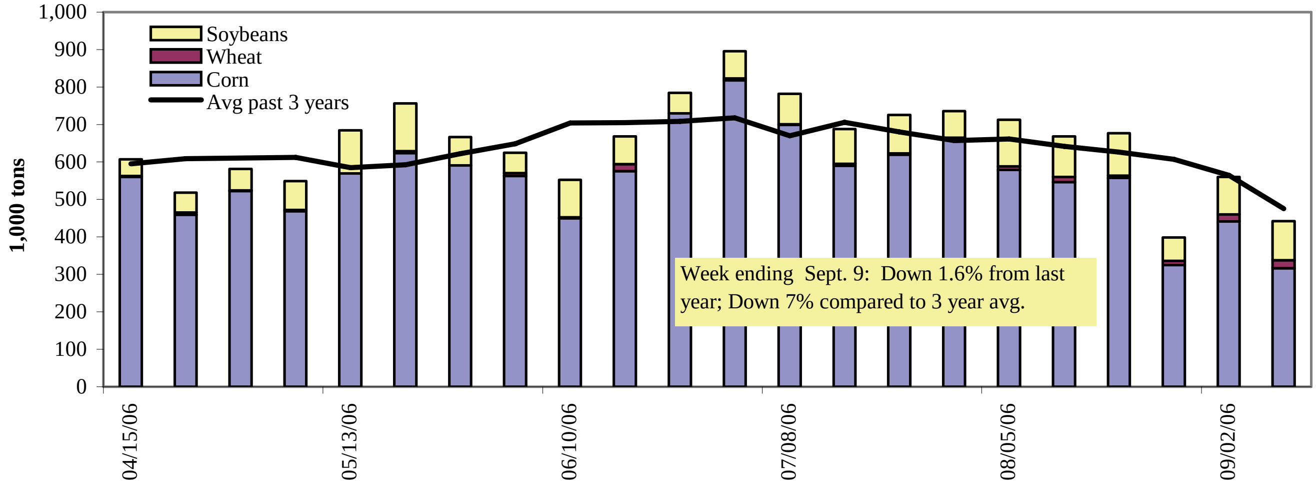


Figure 10

Barge Movements on the Mississippi River[1] (Locks 27 - Granite City, IL)



[1] The 3-year average is a 4-week moving average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 10

Barge Grain Movements (1,000 tons)

Week ending 9/9/2006	Corn	Wheat	Soybean	Other	Total
Mississippi River					
Rock Island, IL (L15)	147	3	26	0	176
Winfield, MO (L25)	227	14	58	0	299
Alton, IL (L26)	327	17	89	0	433
Granite City, IL (L27)	316	22	104	6	448
Illinois River (L8)	71	3	33	0	107
Ohio River (L52)	24	9	3	5	41
Arkansas River (L1)	3	6	13	3	24
Weekly total - 2006	343	37	120	14	513
Weekly total - 2005	399	57	49	11	515
2006 YTD[1]	17,982	910	4,191	476	23,559
2005 YTD	16,110	1,179	4,549	470	22,308
2006 as % of 2005 YTD	112	77	92	101	106
Last 4 weeks as % of 2005[2]	87	90	143	118	95
Total 2005	23,761	1,620	7,276	731	33,388

[1] Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

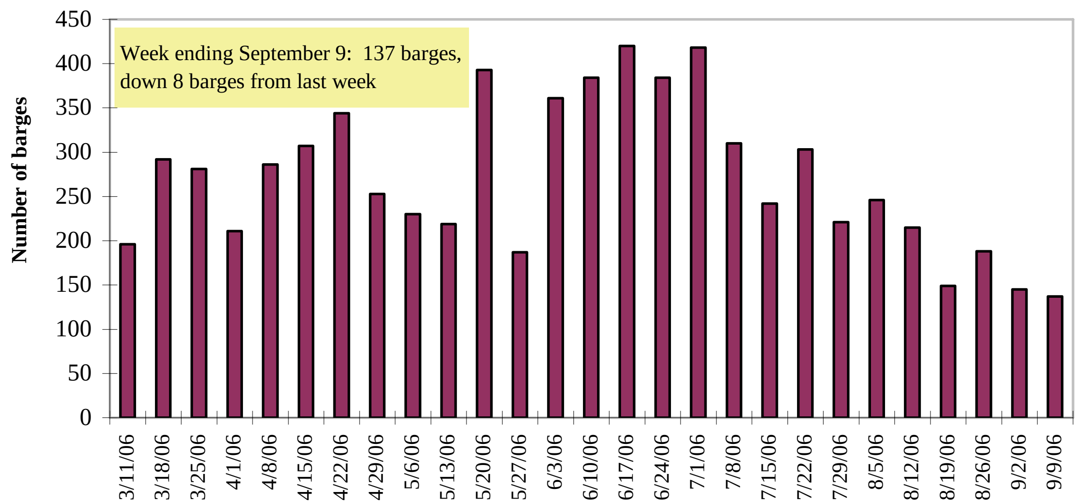
[2] As a percent of same period in 2005.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webrpts/default.asp)

Figure 11

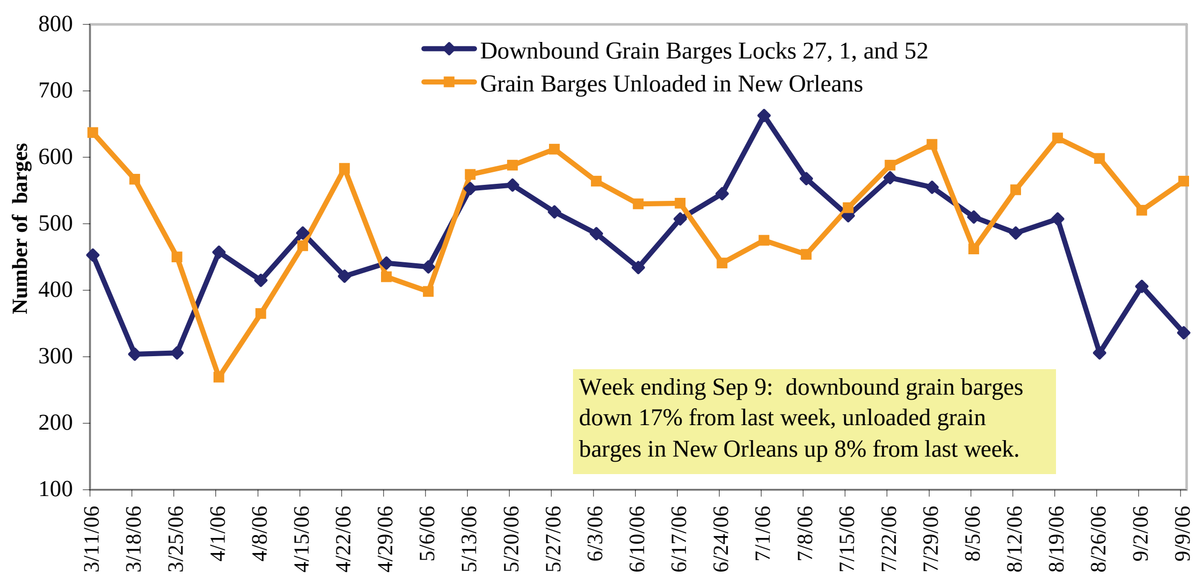
Upbound Empty Barges Transiting Mississippi River Lock 27



Source: Army Corps of Engineers

Figure 12

Grain Barges for Export in New Orleans Region



Source: Army Corps of Engineers and GIPSA

Truck Transportation

The **weekly diesel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for truck grain movements, accounting for 37 percent of the estimated variable cost.

Table 11

Retail on-Highway Diesel Prices[1], Week Ending 9/11/06 (US$/gallon)

			Change from	
Region	**Location**	**Price**	**Week ago**	**Year ago**
I	East Coast	2.826	-0.085	-0.023
	New England	2.955	-0.054	0.035
	Central Atlantic	2.958	-0.074	0.023
	Lower Atlantic	2.757	-0.093	-0.049
II	Midwest[1]	2.787	-0.150	0.005
III	Gulf Coast[2]	2.770	-0.102	-0.027
IV	Rocky Mountain	3.236	-0.082	0.279
V	West Coast	3.137	-0.062	0.044
	California	3.125	-0.050	-0.033
Total	U.S.	2.857	-0.110	0.010

[1]Diesel fuel prices include all taxes.

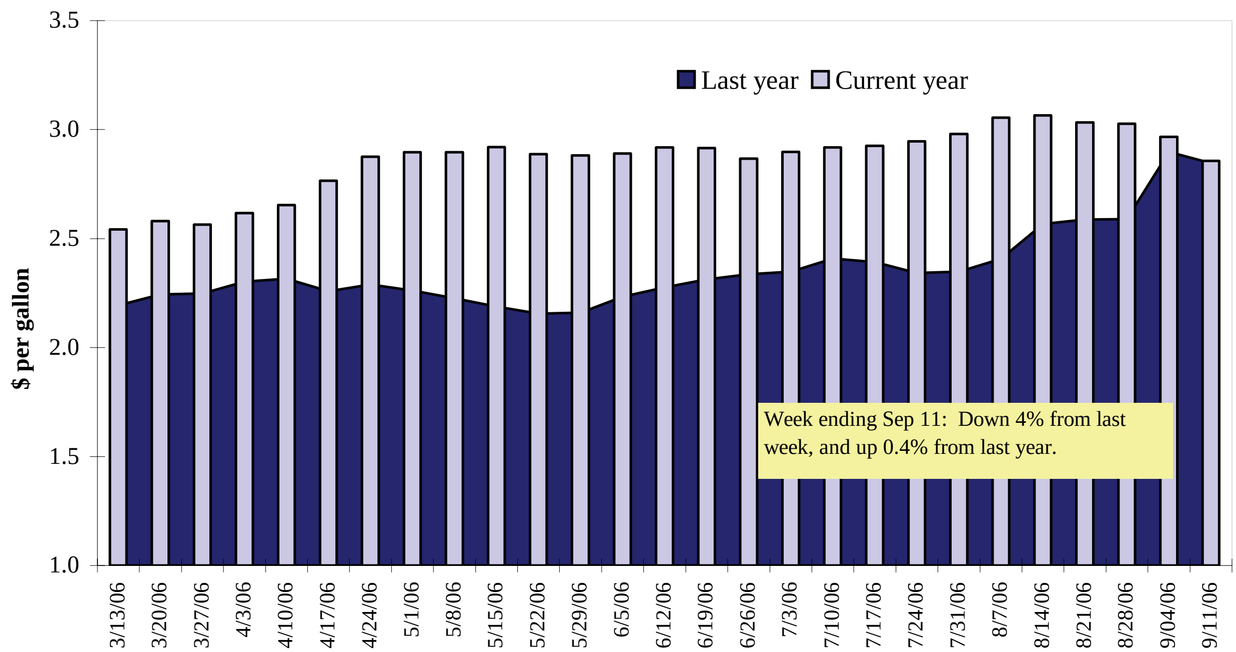
[2]Same as North Central

[3]Same as South Central

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

Grain Exports

Table 12

U.S. Export Balances and Cumulative Exports (1,000 metric tons)

	Wheat						Corn	Soybeans	Total
Week ending[1]	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances									
8/31/2006	764	489	1,011	773	187	3,222	2,454	814	6,490
This week year ago	2,482	421	1,237	830	97	5,067	2,247	625	7,939
Cumulative exports-crop year [2]									
2005/06 YTD	1,530	976	1,729	1,180	243	5,658	54,354	25,510	85,522
2004/05 YTD	2,684	580	1,932	799	228	6,223	45,414	29,966	81,603
YTD 2005/06 as % of 2004/05	57	168	89	148	107	91	120	85	105
Last 4 wks as % of same period 2004/05	33	117	90	90	250	67	56	290	68
2005/06 Total	10,459	2,037	7,244	4,159	930	24,828	54,354	25,570	104,752
2004/05 Total	9,407	3,217	8,083	4,773	686	26,117	44,953	29,878	100,948

[1] Current unshipped export sales to date

[2] Shipped export sales to date, new crop year now in efect for wheat

Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Table 13

Top 5 Importers[1] of U.S. Corn

Week ending 08/31/06	**Total Commitments[2]**			**% change**	**Exports[3]**
	2006/07[4]	**2005/06**	**2004/05**	**current CY**	
Crop Year (CY)	**Next CY**	**Current CY**	**Last CY**	**from last CY**	**2004/05**
		- 1,000 mt -			- 1,000 mt -
Japan	4,071	16,921	16,433	3	16,429
Mexico	1,933	7,036	6,278	12	6,278
Taiwan	1165	5,503	4,690	17	4,690
Egypt	676	4,441	4,563	(3)	4,563
Korea	728	5,635	2,268	148	2,268
Top 5 importers	**8,572**	**39,536**	**34,233**	**15**	**32,143**
Total US corn export sales	**11,934**	**56,808**	**47,661**	**19**	
Top 5 importers' share of U.S. corn export sales	72%	70%	72%		
USDA forecast, Sep. 2006	**57,150**	**54,610**	**46,180**	**18**	
Corn Use for Ethanol USDA forecast, Aug. 2006	**54,610**	**40,640**	**33,606**	**21**	

(n) indicates negative number.

[1]Based on FAS 2004/05 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Sep 1 - Aug 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped); FAS Weekly Export Sales Report.

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

[4] Includes Carryover (unshipped export sales) from 2005/2006 Marketing Year

Table 14

Top 5 Importers[1] of U.S. Soybeans

Week ending 08/31/06	Total Commitments[2]			% change	Exports[3]
	2006/07[4]	2005/06	2004/05	current CY	
Crop Year (CY)	Next CY	Current CY	Last CY	from last CY	2004/05
		- 1,000 mt -			- 1,000 mt -
China	2,770	9,766	11,851	(18)	11,850
Mexico	362	3,745	3,579	5	3,579
Japan	776	3,228	3,289	(2)	3,289
Taiwan	352	1,992	1,585	26	1,585
Indonesia	102	1,227	1,079	14	1,079
Top 5 importers	**4,361**	**19,958**	**21,382**	(7)	**21,382**
Total US soybean export sales	**6,475**	**26,324**	**30,591**	**(14)**	
Top 5 importers' share of U.S. soybean export sales	67%	76%	70%		
USDA forecast, Sep. 2006	**30,600**	**25,700**	**29,856**	**(14)**	

(n) indicates negative number.

[1]Based on FAS 2004/05 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Sep 1 - Aug 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped).

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

[4] Includes Carryover (unshipped export sales) from 2005/2006 Marketing Year.

Table 15

Top 10 Importers[1] of All U.S. Wheat

Week ending 08/31/06	Total Commitments[2]		% change	Exports[3]
	2006/07	2005/06	current CY	
Crop Year (CY)	Current CY	Last CY	from last CY	2005/06
	- 1,000 mt -			- 1,000 mt -
Nigeria	1,056	1,768	(40)	3,098
Japan	1,241	1,244	(0.2)	3,061
Mexico	907	1,237	(27)	2,625
Iraq	0	802	(100)	1,237
Philippines	994	624	59	1,878
Egypt	578	648	(11)	1,952
Korea, South	484	471	3	1,191
Venezuela	301	320	(6)	1,085
Taiwan	338	334	1	953
Italy	318	332	(4)	748
Top 10 importers	**6,217**	**7,781**	**(20)**	**17,827**
Total US wheat export sales	**8,880**	**11,290**	**(21)**	
Top 10 importers' share of U.S. wheat export sales	70%	69%		
USDA forecast, Sep. 2006	**24,490**	**27,460**	**(11)**	

(n) indicates negative number.

[1]Based on FAS 2005/06 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped); FAS Weekly Export Sales Report.

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 16

Grain Inspections for Export by U.S. Port Region (1,000 metric tons)

Port regions	Week ending 09/07/06	2006 YTD[1]	2005 YTD[1]	2006 YTD as % of 2005 YTD	Last 4-weeks as % of 2005	Last 4-weeks as % of 3-yr. avg.	Total[1] 2005
Pacific Northwest							
Wheat	186	7,488	6,884	109	102	87	10,801
Corn	237	7,427	7,318	101	92	121	10,130
Soybeans	0	3,222	3,558	91	216	455	6,225
Total	**422**	**18,137**	**17,759**	**102**	**105**	**128**	**27,156**
Mississippi Gulf							
Wheat	38	2,915	3,492	84	248	65	4,643
Corn	703	25,032	18,650	134	203	147	28,202
Soybeans	202	8,872	9,004	99	240	159	14,793
Total	**943**	**36,819**	**31,145**	**118**	**212**	**133**	**47,638**
Texas Gulf							
Wheat	0	3,864	4,891	79	33	30	7,743
Corn	52	1,672	382	438	321	754	812
Soybeans	0	27	6	470	n/a	n/a	36
Total	**52**	**5,563**	**5,279**	**105**	**65**	**63**	**8,591**
Great Lakes							
Wheat	32	868	1,174	74	63	45	2,067
Corn	99	1,199	302	397	582	303	796
Soybeans	0	62	27	227	n/a	0	828
Total	**130**	**2,129**	**1,504**	**142**	**142**	**96**	**3,691**
Atlantic							
Wheat	0	408	172	237	288	864	301
Corn	0	473	66	715	98	193	249
Soybeans	0	325	446	73	160	254	801
Total	**0**	**1,206**	**684**	**176**	**223**	**254**	**1,352**
U.S. total from ports[2]							
Wheat	255	15,544	16,613	94	90	65	25,556
Corn	1,090	35,804	26,718	134	171	151	40,189
Soybeans	202	12,507	13,040	96	230	188	22,683
Total	**1,547**	**63,855**	**56,371**	**113**	**146**	**119**	**88,428**

[1] Includes weekly revisions

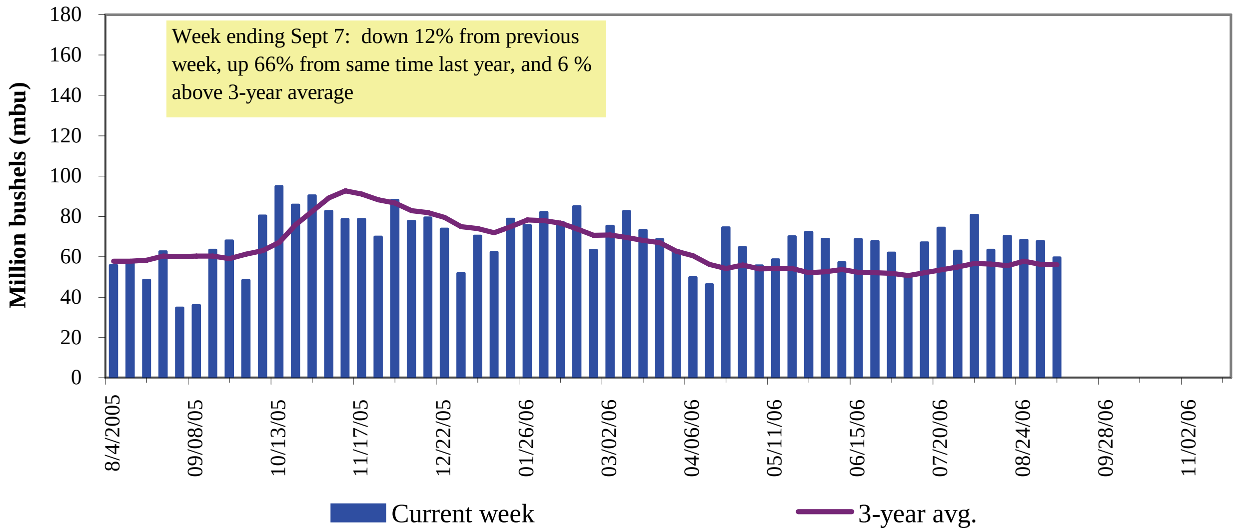
[2] Total includes only port regions shown above

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD= year-to-date; n/a = not applicable

The United States exports approximately one-quarter of the grain it produces. On average, it includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 49 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2005.

Figure 14

U.S. grain inspected for export (wheat, corn, and soybeans)

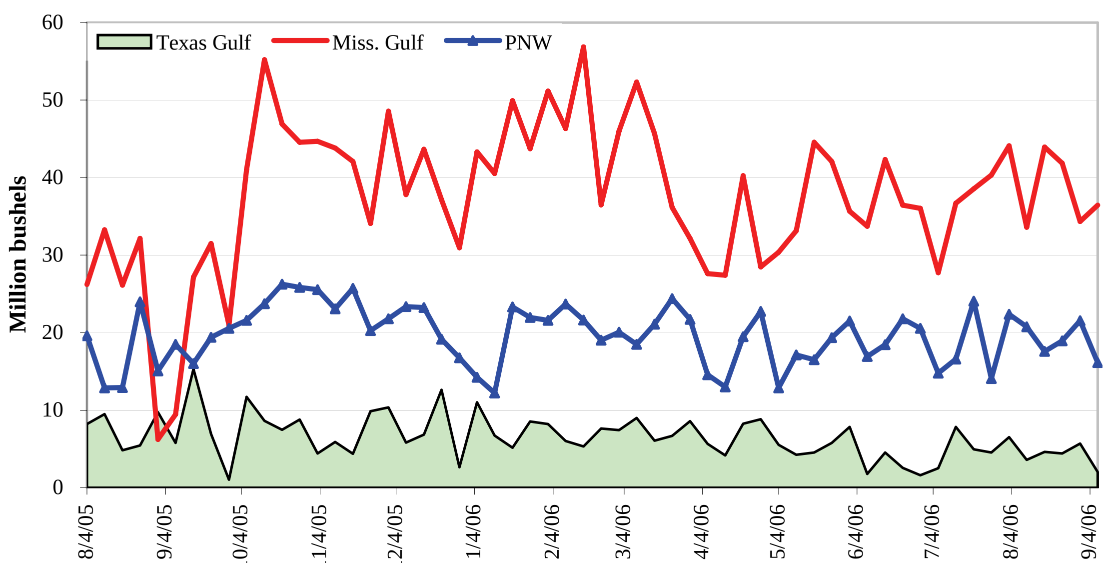


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Note: 3-year average consists of 4-week running average

Figure 15

Weekly U.S. Grain Inspections: U.S. Gulf and PNW (wheat, corn, and soybeans)



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Sep. 7, % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	up 6	down 64	down 4	down 25
Last year (same week)	up 286	down 65	up 153	down 13
3-yr avg. (4-wk run. avg)	up 24	down 69	up 7	up 0.3

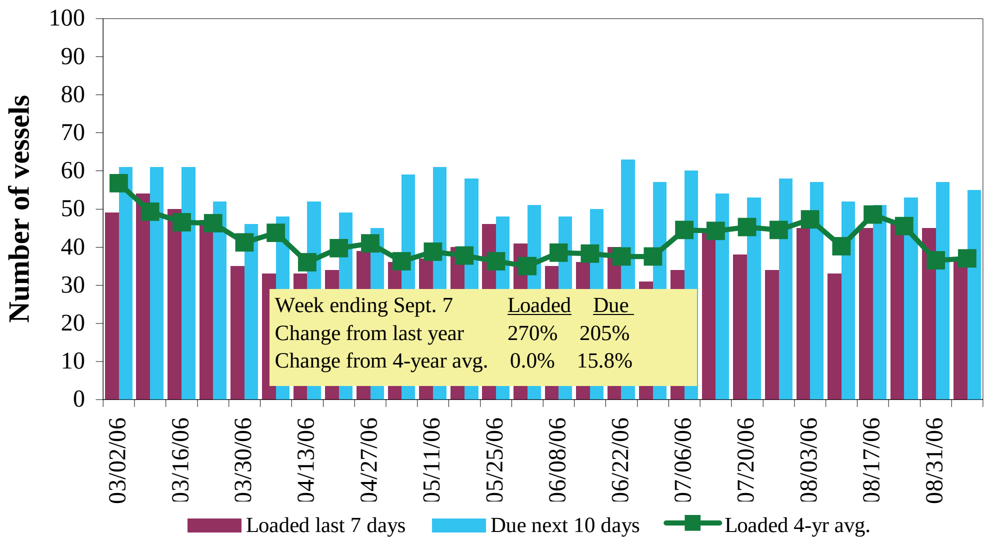
Ocean Transportation

Table 17
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
9/7/2006	27	37	55	8	11
8/31/2006	19	45	57	5	6
2005 range	(11..57)	(10..56)	(18..76)	(2..16)	(0..17)
2005 avg.	27	39	53	9	7

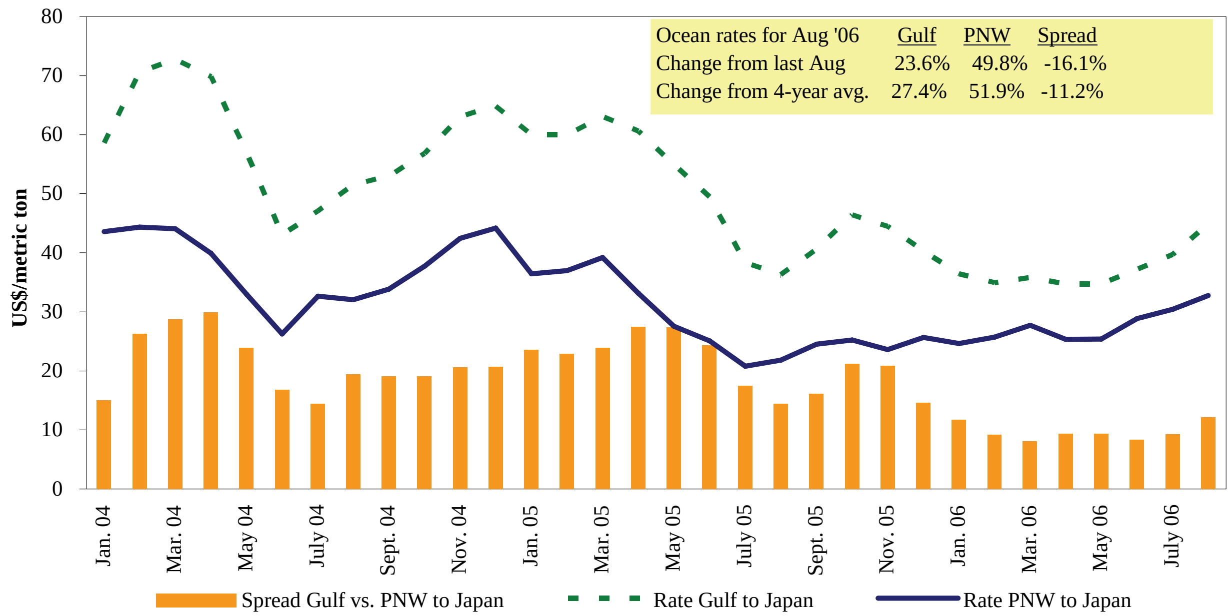
Source: Transportation & Marketing Programs/AMS/USDA

Figure 16
U.S. Gulf[1] Vessel Loading Activity



Source:Transportation & Marketing Programs/AMS/USDA
[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17
Grain Vessel Rates, U.S. to Japan



Source: Baltic Exchange (www.balticexchange.com)

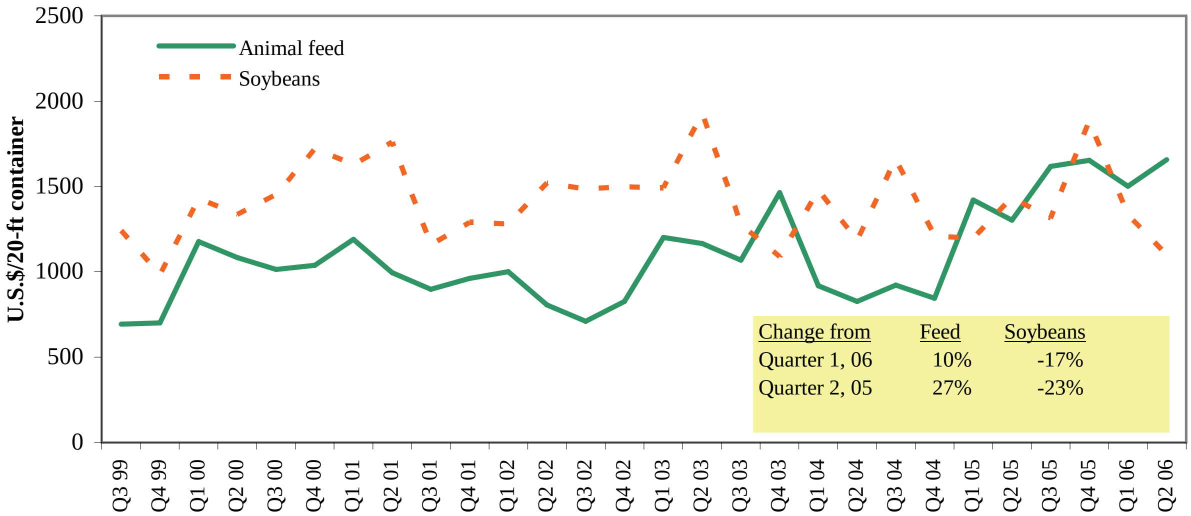
Table 18
Ocean Freight Rates For Selected Shipments, Week Ending 9/9/06

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	South Korea	Hvy Grain	Jul 5/10	55,000	36.00
U.S. Gulf	Honduras	Soybean Meal	Jul 5/15	10,000	83.01
Canada	China	Barley	Sept 15/25	50,000	39.75
Ukraine	Morocco	Hvy Grain	Jun 19/26	20,000	20.00
Gt Lakes/St. Lawrence	Jordan[1]	Wheat	Jun 15/30	22,709	54.50
River Plate	Algeria	Hvy Grain	Jun 20/30	20,000	44.75
River Plate	Algeria	Hvy Grain	July 28/30	25,000	41.50
River Plate	Poland	Hvy Grain	Aug 1/ 10	30,000	44.00

Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option
[1]75 percent of food aid from the United States is required to be shipped on U.S. flag vessels. The vessels are limited in availability resulting in higher rates. In addition, destinations receiving food aid generally lack adequate port unloading facilities, requiring the vessel to remain in port for a longer duration than normal.
Source: Maritime Research Inc. (www.maritime-research.com)

Figure 18

Ocean Rates[1] for Containerized Shipments to Selected Asian Countries



[1]Rates are weighted by shipping line market share and destination country.

Countries include: Animal Feed: Busan-Korea (11%), Kaohsiung-Taiwan (32%), Tokyo-Japan (33%), Hong Kong (15%), Bangkok-Thailand (9%) and soybeans: Busan-Korea (1%), Kaohsiung-Taiwan (83%), Tokyo-Japan (12%), Bangkok-Thailand (3%), Hong Kong (1%)

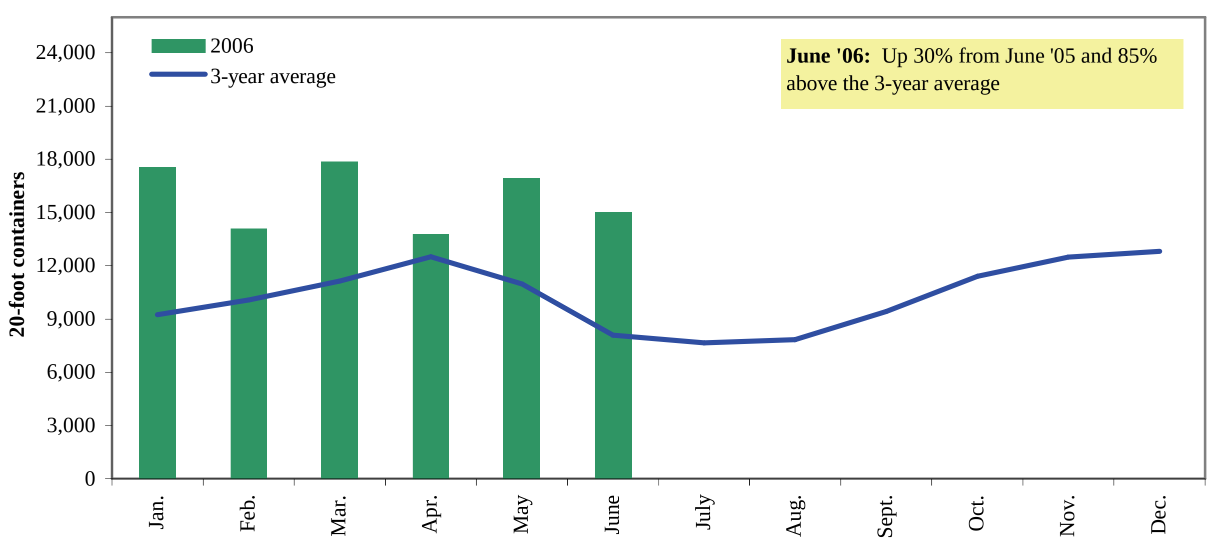
Source: Ocean Rate Bulletin, Quarter 2, 2006, Transportation & Marketing Programs/AMS/USDA

Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

During 2005, containers were used to transport 4 percent of total U.S. grain exported, and 5 percent of total U.S. grain exported to Asia.

Figure 19

Monthly Shipments of Containerized Grain to Asia



Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

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